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EXAMINER

OSBORNE, LUKE R

ART UNIT PAPER NUMBER

2123

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Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	Application No. 10/052,716	Applicant(s) HETT, CHARLES L.	
	Examiner Luke Osborne	Art Unit 2123	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

#### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) ☒ Responsive to communication(s) filed on 21 October 2005.
- 2a) ☒ This action is **FINAL**.                      2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) ☒ Claim(s) 1-6, 8, 12, 14-17, 19-25 and 27-41 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-6, 8, 12, 14-17, 19-25 and 27-41 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All    b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

- |   |   |
|---|---|
| 1) <input type="checkbox"/> Notice of References Cited (PTO-892)                        | 4) <input type="checkbox"/> Interview Summary (PTO-413)                     |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)    | Paper No(s)/Mail Date. _____  |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| Paper No(s)/Mail Date _____   | 6) <input type="checkbox"/> Other: _____                                    |

## **DETAILED ACTION**

### ***Claim Status***

1. Claims 1-6,8,12,14-17,19-25 and 27-35 have been presented for reconsideration. Claims 1-6,8,12,14-17,19-25 and 27-41 are now pending in the instant application.

2. Applicants' arguments submitted 10/21/2005 have been fully considered, Examiners response is as follows.

### ***Claim Objections***

3. Examiner acknowledges the amendment to claim 30. Consequently the objection is withdrawn.

### ***Claim Rejections - 35 USC § 102***

The following is a quotation of the appropriate paragraphs of 35 U.S.C. 102 that form the basis for the rejections under this section made in this Office action:

A person shall be entitled to a patent unless –

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

4. Claims 1-6, 8,14-16, 20-23, 28-30, 32-35, 37-41 are rejected under 35

U.S.C. 102(b) as being anticipated by U.S. Patent 5,745,054 to Wilkens et al. hereafter "Wilkens".

Regarding claim 1, Wilkens discloses an airport lighting aid simulation generator. See Figures 2, 3 and the corresponding portions of Wilkens's specification for this disclosure. In particular, Wilkens discloses "An airport lighting aid simulation generator, comprising:

- a means for receiving a plurality of navigation signals

[FIGS. 3 and 4 are diagrams illustrating how runway bearing is computed according to the invention. The preferred embodiment is designed for use with an instrument landing system and is described below. Those skilled in the art understand that the invention may be adapted for use with any other landing system including satellite landing systems (e.g. GPS based landing systems) and microwave landing systems, and also with various aircraft navigation and sensor system configurations. (Column 3, line 65- Column 4, line 7)];

- a means for retrieving airport information from a database as a function of one or more of the navigation signals; [Glide path angle is derived from the on board ILS system and runway specific glide path data provide by either an on board data base or the pilot.(Column 4, lines 23-25)]

- a means for determining deviation from a glide path as a function of one or more of the navigation signals

[The ILS system provides deviation data representative of the angular deviation of the aircraft from the glide slope signal. The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft.(Column 4, lines 23-31) and Navigation system (e.g. ILS) 62B provides glide slope deviation and localizer deviation data. (Column 6, lines 29-33)]; and

- a means for outputting a signal representative of the deviation from the glide path

[Glide path angle is derived from the on board ILS system and runway specific glide path data provide by either an on board data base or the pilot.(Column 4, lines 23-25)]

- a means for outputting a signal representative of a visual image for display the deviation [Figure 2]” as claimed.

### **Applicants Arguments**

Applicant primarily argues that the calculated runway bearing as a function of lateral deviation rather than a glide path as recited in claim 1.

### **Examiners Response**

Runway bearing is calculated by more than just the lateral angle. Citation provided below.

FIGS. 3 and 4 are diagrams illustrating how runway bearing is computed according to the invention. The preferred embodiment is designed for use with an instrument landing system and is described below. Those skilled in the art understand that the invention may be adapted for use with any other landing system including satellite landing systems (e.g. GPS based landing systems) and microwave landing systems, and also with various aircraft navigation and sensor system configurations.

FIG. 3 illustrates the computation of distance to runway. Distance is calculated from the aircraft 30 to the far end of runway 31. The data required for this computation are altitude above the runway(h), **glide path angle**, and runway length. Once this information is available, distance to end of runway(X) is computed as follows:(Column 3 line 66 – Column 4 line 7) (Column 6, lines 29-33).

Regarding claim 2, Wilkens discloses the generator of claim 1, "further comprising a means for visually displaying the deviation from the glide path as a function of the deviation signal [Display 60 is illustrated as a head up display having an overhead unit portion 60A, a brightness control 60B, and a combiner 60C (also generically referred to as a display screen). (Column 6, lines 9-18)]" as claimed.

### **Examiners Response to Applicant's Arguments**

Examiner finds applicant's arguments to be unpersuasive for the same reasons as the arguments as claim 1 above.

Regarding claim 3, Wilkens discloses the generator of claim 2, "wherein the displaying means further comprises means for displaying the deviation as a pattern of color coded indicators [Display 60 is illustrated as a head up display having an overhead unit portion 60A, a brightness control 60B, and a combiner 60C (also generically referred to as a display screen). (Column 6, lines 9-18)]" as claimed.

### **Applicants Arguments**

The examiner has failed to show that Wilkens teaches how to display images on combiner 60c. More specifically, the examiner has failed to show that Wilkesn teaches "as means for displaying the deviation as a pattern of color coded indicator"

### **Examiners Response**

Examiner disagrees with Applicants arguments. Display 60 is shown displaying graphic symbols, the deviation is calculated as previously shown. At least what is shown in figure 2 is representative of a pattern of color coded indicators.

Regarding claim 4, Wilkens discloses the generator of claim 2, "wherein the displaying means further comprises means for displaying information as to the degree of deviation from the glide path as a visual image relative to the pattern of color coded indicators [Navigation system (e.g. ILS) 62B provides glide slope deviation and localizer deviation data. (Column 6, lines 29-33)]" as claimed.

### **Examiners Response to Applicant's Arguments**

Examiner finds applicant's arguments to be unpersuasive for the same reasons as the arguments as claim 1 and 3 above.

Regarding claim 5, Wilkens discloses the generator of claim 1, "wherein the means for determining deviation from a glide path further comprises means for generating the glide path [The data required for this computation are altitude above the runway(h), glide path angle, and runway length. Once this information is available, distance to end of runway(X) is computed as follows: (Column 4, lines 8-22)]" as claimed.

Regarding claim 6, Wilkens discloses the generator of claim 1, "wherein the means for determining deviation from a glide path further comprises means for retrieving the glide path from the database

[Glide path angle is derived from the on board ILS system and runway specific glide path data provide by either an on board data base or the pilot. The ILS system provides deviation data representative of the angular deviation of the aircraft from the glide slope signal. The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding

the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft. (Column 4, lines 23-31)]” as claimed.

Regarding claim 8, Wilkens discloses a simulated airport lighting aid generator. See Figures 2, 3 and the corresponding portions of Wilkens’s specification for this disclosure. In particular, Wilkens discloses “A simulated airport lighting aid generator, comprising:

- a processor structured to receive a plurality of navigation signals representative of a position and an altitude of a host aircraft [(Figure 6, item 61) Symbol generator processor];
- a signal generator operated by the processor, the generator being structured to retrieve airport information from a database as a function of the position signal, compare the position and altitude signals with a glide path, and output a signal representative of a degree of coincidence with the glide path as a function of the position and altitude signals [Navigation system (e.g. ILS) 62B provides glide slope deviation and localizer deviation data. (Column 6, lines 29-33)]; and
- a display structured to receive the signal output by the signal generator and responsively output a visual indication of the degree of coincidence with the glide path” as claimed.



Regarding claims 37-41, where the signal generator is further structured to output various signals. These signals are capable of being output by the reference as disclosed see Figure 6 and the corresponding portions of the disclosure.

Regarding claim 14 Wilkens discloses a glide path deviation generator. Figures 2, 3 and the corresponding portions of Wilkens's specification for this disclosure. In particular, Wilkens discloses "A glide path deviation generator, comprising:

- a memory having a stored database of airport information accessible as a function of position, the airport information including runway location, elevation and direction information [Database 62G provides runway length data and glideslope angle data. (Column 6, lines 39-40) Altitude(h) is computed from altitude data provided by an air data computer and airport elevation data provided from either the pilot, an on board data base (Column 4, lines 8-22)];
- a processor coupled to receive position and elevation data and coupled to the memory for retrieving the airport information as a function of the position, the processor being structured to operate a computer program for generating a glide path, comparing the position and elevation data to the glide path, and generating a signal representative of deviation of the position and elevation data from the glide path

[The ILS system provides deviation data representative of the angular deviation of the aircraft from the glide slope signal. The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft.(Column 4, lines 23-31) and Navigation system (e.g. ILS) 62B provides glide slope deviation and localizer deviation data. (Column 6, lines 29-33)]; and

- a cockpit display being coupled to receive the deviation signal and being structured to display a pattern of color coded indicators as a function of the deviation signal [Display 60 is illustrated as a head up display having an overhead unit portion 60A, a brightness control 60B, and a combiner 60C (also generically referred to as a display screen) (Column 6, lines 9-18)]” as claimed.

Regarding claim 15, Wilkens discloses the generator of claim 14 “wherein operating a computer program for generating a glide path further comprises operating the computer program as a function of the airport information to compute a glide path [The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft (Column 4, lines 23-31)]” as claimed.

Regarding claim 16, Wilkens discloses the generator of claim 14 “wherein operating a computer program further comprises operating the computer program repeatedly for comparing updated position and elevation data to the glide path, and generating a signal representative of deviation of the updated position and elevation data from the glide path [The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft (Column 4, lines 23-31)]” as claimed.

Regarding claim 20, Wilkens discloses "a computer program product for indicating deviation from a glide path, wherein the computer program product comprises:

- a computer-readable storage medium; and
- computer-readable program code means embodied in the medium, the computer-readable program code means comprising:
  - first computer-readable program code means for determining a global position from a received plurality of navigation data [Figure 6 item 62F: global positioning system (GPS) 62F],
  - second computer-readable program code means for determining an altitude above ground level from one or more received navigation datum [Figure 6 items 62C, D],
  - third computer-readable program code means for retrieving a plurality of airport information from a database of airport information as a function of the position determined from the first computer-readable program code means [Database 62G provides runway length data and glideslope angle data. (Column 6, lines 39-40)],
  - fourth computer-readable program code means for determining correspondence between the position determined from the first computer-readable program code means combined with the altitude determined from the second computer-readable program code means and a glide path determined as a function of the airport

- information determined from the first computer-readable program code means [Figure 6, item 61], and
- fifth computer-readable program code means for outputting a signal as a function of the correspondence determined from the fourth computer-readable program code means [Figure 6, input into display 60]" as claimed.

Regarding claim 21, Wilkens discloses the computer program product of claim 20 "wherein the fourth computer-readable program code means for determining correspondence between the position combined with the altitude and the glide path further comprises means for computing the glide path as a function of the airport information [The on board data base provides the angle of the glide slope angle of the specific approach being used. Adding the deviation angle and the glide slope angle yields the actual glide path angle of the aircraft. (Column 4, lines 27-31)]" as claimed.

Regarding claim 22, Wilkens discloses the computer program product of claim 20 "wherein the fourth computer-readable program code means for determining correspondence of the position and altitude with the glide path further comprises computer-readable program code means for retrieving the glide path as one of the plurality of airport information retrieved from the database of airport information [Database 62G provides runway length data and glideslope angle data. (Column 6, lines 39-40)]" as claimed.

Regarding claim 23, Wilkens discloses the computer program product of claim 20 “further comprising sixth computer-readable program code means for interpreting the signal output by the fifth computer-readable program code means as a pattern of color coded indicators on a cockpit display [Display 60 is illustrated as a head up display having an overhead unit portion 60A, a brightness control 60B, and a combiner 60C (also generically referred to as a display screen). (Column 6, lines 9-18)]” as claimed.

Claim 28 recites similar limitations as the method of claim 1, thus is rejected for the same reasons as claim 1.

Claim 29 recites a similar limitation as the method of claim 2, thus is rejected for the same reasons as claim 2.

Claim 30 recites a similar limitation as the method of claim 2, thus is rejected for the same reasons as claim 2.

Claim 32 recites a similar limitation as the system of claim 28, thus is rejected for the same reasons as claim 28.

Claim 33 recites a similar limitation as the system of claim 28, thus is rejected for the same reasons as claim 28.

Claim 34 recites similar limitations as the method of claim 7, thus is rejected for the same reasons as claim 7.

Regarding claim 35, Wilkens discloses the method of claim 34 “wherein updating the deviation over time further comprises repeating the determining of the deviation from the glide path at predetermined intervals [The invention is applicable to most types of landing systems (The use of the system during landing is predetermined interval) (Column 2, lines 48-49)]” as claimed.

***Claim Rejections - 35 USC § 103***

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

5. Claims 12, 17, 19, 24-25, 27, 31, and 36 are rejected under 35 U.S.C. 103(a) as being unpatentable over Wilkens, in view of U.S. Patent No. 4,210,930 to Henry hereafter “Henry”.

Regarding claim 12, Wilkens discloses the generator of claim 8.

Wilkens does not expressly teach that the illuminated indicators are positioned on the display to appear in positions consistent with ground-based airport lighting aids as seen on approach as claimed.

Henry teaches a system similar to Wilkens in that they both are systems to help the pilot land the plane in instrument flight. In particular, Henry teaches What is accomplished by the present invention is to develop microwave energy sources which are made to appear as runway lights according to a simulated display on a CRT or image scan within the cockpit of the aircraft. In place of the visible light generated by the runway lights, the pilot will see, instead, the counterpart of such image within the cockpit [Henry: Column 3, lines 21-27]. The systems used are conformal with the VASI as known in the art once the pilot lines the aircraft 10 with the runway 16 according to the image portrayed on the CRT, or heads-up display, whichever is preferred, there comes in view a VASI consisting of a VASI bar 98, and two circular VASI displays 100,102, one on each side of the bar 98 (FIGS. 3,4) [Henry: Column 4, line 64 – Column 5, line 1].

At the time of the invention it would have been obvious to a person of ordinary skill in the art to use the conformal display as one would see on the ground as taught by Henry with the system of Wilkens.

The motivation to do so would have been as provided by Wilkens to provide improved synthetic runway symbology for aircraft displays, simplify aircraft navigation, reduce pilot workload, and increase aircraft safety [Column 3, lines 32-35].

### **Applicants Arguments**

Because the proposed modification of the Wilkens reference would change the principle of operation of the Wilkens device, the teaching of the references are not sufficient to render the claim obvious.

There is also no reasonable expectation of success in combining the references due to their differences.

### **Examiners Response**

Examiner disagrees with applicant's assertion that a substantial reconstruction and redesign of the elements would be required to operate the combination without a change in operation of the device.

As shown in Column 4, lines 62-67 an input can be from the ILS (Instrument Landing System) which as is well known is a **ground-based** radio system designed to provide an airplane pilot with precise guidance for the final approach in landing.

Since the teachings of Wilkens already use such a ground-based signal Applicant's arguments otherwise have been traversed. Furthermore the combination of the two references does not require a substantial reconstruction and redesign of the elements.

Further, applicants arguments directed there being no reasonable expectation of success were based on the purported differences between the references as traversed above rendering

Regarding claim 17 Wilkens teaches the generator of claim 14.



Wilkens does not expressly teach that the pattern of indicators further comprises a pattern of indicators that substantially simulates an airport lighting aid as claimed.

Henry teaches a system similar to Wilkens in that they both are systems to help the pilot land the plane in instrument flight. In particular, Henry teaches What is accomplished by the present invention is to develop microwave energy sources which are made to appear as runway lights according to a simulated display on a CRT or image scan within the cockpit of the aircraft. In place of the visible light generated by the runway lights, the pilot will see, instead, the counterpart of such image within the cockpit [Henry: Column 3, lines 21-27]. The systems used are conformal with the VASI as known in the art once the pilot lines the aircraft 10 with the runway 16 according to the image portrayed on the CRT, or heads-up display, whichever is preferred, there comes in view a VASI consisting of a VASI bar 98, and two circular VASI displays 100,102, one on each side of the bar 98 (FIGS. 3,4) [Henry: Column 4, line 64 – Column 5, line 1].

At the time of the invention it would have been obvious to a person of ordinary skill in the art to use the conformal display as one would see on the ground as taught by Henry with the system of Wilkens.

The motivation to do so would have been as provided by Wilkens to provide improved synthetic runway symbology for aircraft displays, simplify aircraft navigation, reduce pilot workload, and increase aircraft safety [Column 3, lines 32-35].

Regarding claim 19 the combination as provided regarding claim 18 teaches the generator of claim 18 *supra* wherein the simulated Visual Approach Slope Indicator

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further comprises a pointer [bar] portion that is programmed to simulate a vertical deviation scale” as claimed.

Regarding claim 24, Wilkens teaches the computer program product of claim 23.

Wilkens does not expressly teach that the pattern of display indicators simulates a known airport lighting aid as claimed.

Henry teaches a system similar to Wilkens in that they both are systems to help the pilot land the plane in instrument flight. In particular, Henry teaches What is accomplished by the present invention is to develop microwave energy sources which are made to appear as runway lights according to a simulated display on a CRT or image scan within the cockpit of the aircraft. In place of the visible light generated by the runway lights, the pilot will see, instead, the counterpart of such image within the cockpit [Henry: Column 3, lines 21-27]. The systems used are conformal with the VASI as known in the art once the pilot lines the aircraft 10 with the runway 16 according to the image portrayed on the CRT, or heads-up display, whichever is preferred, there comes in view a VASI consisting of a VASI bar 98, and two circular VASI displays 100,102, one on each side of the bar 98 (FIGS. 3,4) [Henry: Column 4, line 64 – Column 5, line 1].

At the time of the invention it would have been obvious to a person of ordinary skill in the art to use the conformal display as one would see on the ground as taught by Henry with the system of Wilkens.

The motivation to do so would have been as provided by Wilkens to provide improved synthetic runway symbology for aircraft displays, simplify aircraft navigation, reduce pilot workload, and increase aircraft safety [Column 3, lines 32-35].

Regarding claim 25 the combination as provided regarding claim 24 teaches the generator of claim 24 *supra* wherein the simulated airport lighting aid further comprises a substantially conformal presentation as claimed.

Regarding claim 27 the combination as provided regarding claim 24 teaches the generator of claim 24 *supra* further comprising a seventh computer-readable program code means for interpreting the signal output by the fifth computer-readable program code means as a pointer indicator for simulating a vertical deviation scale on the cockpit display as claimed.

Regarding claim 31 the combination as provided regarding claim 29 teaches the generator of claim 18 *supra*.

Regarding claim 31 Wilkens, teaches the method of claim 29 wherein displaying the deviation further comprises displaying color coded information as to a degree of deviation" as claimed.

Regarding claim 36, the combination as applied to claim 31 discloses the invention of claim 31 further teaching wherein displaying color coded information as to a

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degree of deviation further comprises displaying an illuminated indicator indicating the degree of deviation from the glide path positioned relative to a pattern of illuminated indicators simulating a known airport lighting aid [As shown by the teachings for claim 3].

***Conclusion***

Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than **SIX MONTHS** from the date of this final action.


Any inquiry concerning this communication or earlier communications from the examiner should be directed to Luke Osborne whose telephone number is (571) 272-4027. The examiner can normally be reached on 8:30-5:00.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Leo P. Picard can be reached on (571) 272-3749. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

LRO

  
Paul L. Rodriguez 1/9/06  
Primary Examiner  
Art Unit 2125